



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090231-B

**Mode:** Highway

**Status:** Submitted

### I-73, I-74, US-220 (New Route - Rockingham Bypass)

**From/Cross Street:** South of SR 1140 (Old Charlotte Highway)

**Specific Improvement Type:** 5 - Construct Roadway on New Location

**To:** Southwest of SR 1304 (Harrington Road)

**Project Category:** Statewide Mobility

**Length:** 10.5

**TIP#:** R-3421B

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$62,800,000

#### Description:

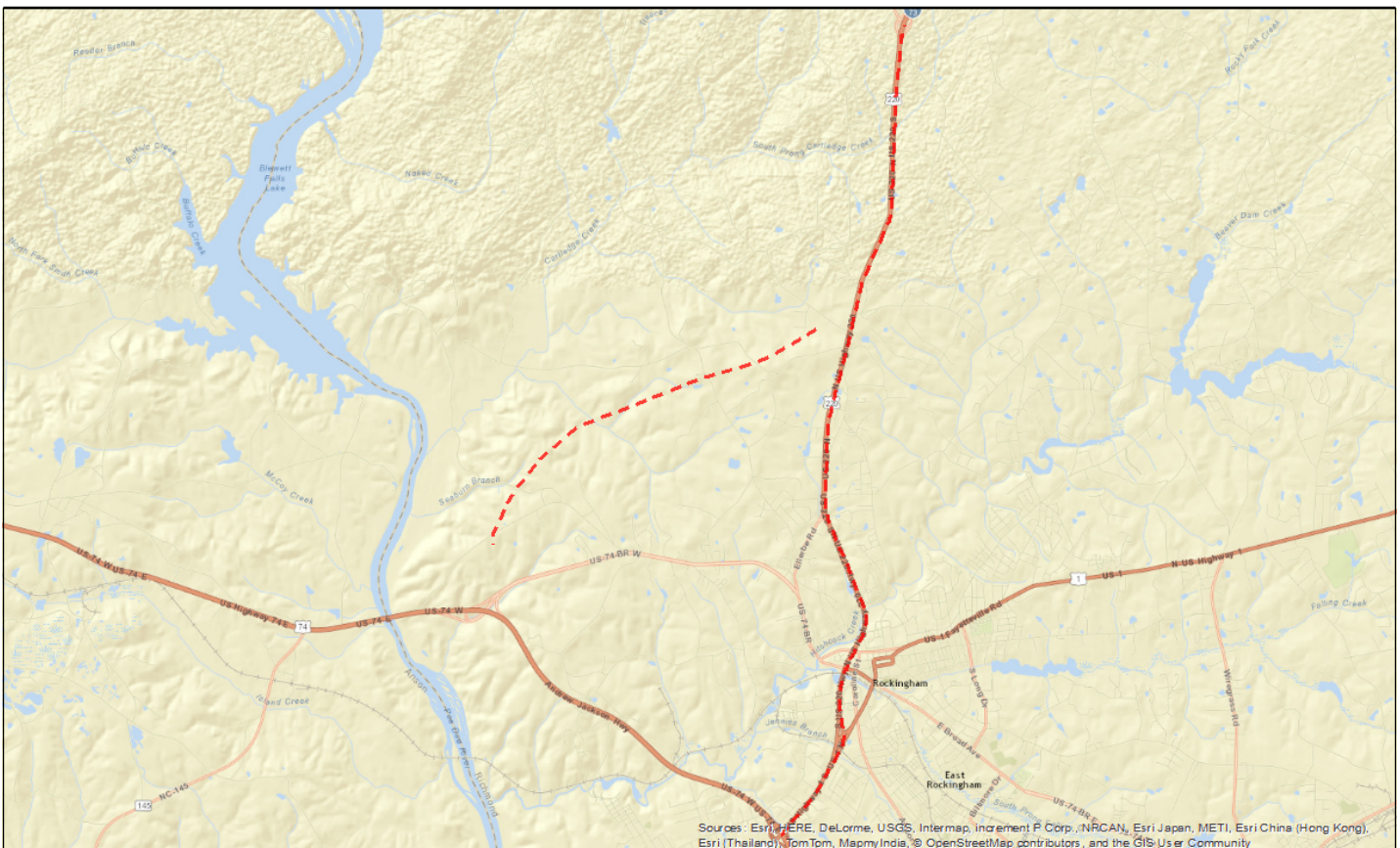
Construct Freeway on New Location.

**Division(s):** Division 8

**County(s):** RICHMOND

**MPOS(s)/RPO(s):** Lumber River RPO

#### Project Location



**Statewide Mobility Total Score: 8.36**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 17.46 Safety (10%) 8.03 Economic Competitiveness (10%) 1.59 Multimodal + [Freight & Military] (20%) 10.35 [Travel Time] Benefit/Cost (30%) 0.29	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 8.36</b>		

**Regional Impact Total Score: 38.84**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 17.46 Safety (10%) 8.03 [Travel Time] Benefit/Cost (25%) 0.29 Accessibility / Connectivity (10%) 36.02	Percent: 15% Points: 100	Percent: 15% Points: 100
<b>Totals: Weight: 70% Weighted Score: 8.84</b>		

**Division Needs Total Score: 4.35**

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 17.46 Safety (10%) 8.03 [Travel Time] Benefit/Cost (20%) 0.29	Percent: 25% Points: 0	Percent: 25% Points: 0
<b>Totals: Weight: 50% Weighted Score: 4.35</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	54
Length (miles):	9
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	3
Roadway has Curb & Gutter?	No
Volume (AADT):	12006.4
Capacity:	56891.81
Volume/Capacity Ratio:	0.21
% Autos:	83%
% Trucks:	17%
Truck Volume:	2070.62
Crash Density:	7.37
Crash Severity:	9.36
Critical Crash Rate:	7.37
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	19
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	93
Actual Congested Speed:	45.6
Travel Time Index:	1.2

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	70
Length (miles):	10.5
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1560832.55
Travel Time Savings for 30 Years (Autos):	1291652.3
Travel Time Savings for 30 Years (Trucks):	269180.25
Long-Term Employment:	0
% Change in Economy:	3.18E-05
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 8

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 8	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>100</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Lumber River RPO	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$62,800,000	TIP Unit
Right-of-Way Cost:	\$0	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$62,800,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$62,800,000</b>	